

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY Bulgaria REPORT

SUBJECT Condition of Some Bulgarian Roads DATE DISTR. 2 December 1955

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DATE ACQUIRED This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The Plovdiv-Svilengrad road (Main Road No 2), which is six meters wide, is now paved as far as Popovitsa, which is about 30 kilometers east of Plovdiv. 25X1
  - a. The Popovitsa-Debur section is now being retailed;
  - b. The Debur-Khaskovo section has been repaved;
  - c. The Khaskovo-Kharmanli section is covered with gravel and is in good condition;
  - d. The Kharmanli-Svilengrad section has been recently worked on and covered with gravel.

All bridges on this road, which will be modernized in about a year, are made of stone or steel and seem sturdy.
2. The Sofia-Burgas road (Main Road No 3) has been greatly improved. The Sofia-Kasenluk section has been worked on, but it is still covered with gravel. Some bridges west of Pirdop and Zlatitsa are still wooden bridges.
3. The Sofia-Stalin road (Main Road No 4) is paved for 30 kilometers between Sofia and Botevgrad. Road corrections east of Yablanitsa are still in progress, and similar road corrections are being made on 20 kilometers west of Turnovo. Few changes have been made on this road during the passed year.
4. Twenty kilometers of the Stara Zagora-Nova Zagora section of the Popovitsa-Nova Zagora road (First Class Road No 28) is covered with asphalt and the ten remaining kilometers of that section are being worked on. Soon this five-meter wide section will become a rapid link for the tank garrisons in Stara Zagora and Nova Zagora.
5. The Turnovo-Nova Zagora road (First Class Road No 6), which is in its present good condition since 1947, passes through Debelets, Kilifarevo, Vuglevtsi, Raykovtsi, Pohelinovo, Gurkovo, Nikolaevo, and Asenovets.
  - a. The Turnovo-Kilifarevo section is six meters wide, paved, and in good condition, except for some open gutters;

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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- b. From Kilifarevo to the 55 Km mark the road is covered with gravel and is only in fair condition. Road corrections are in progress. For example, a new stone bridge was put in place of another bridge to avoid a sharp turn at the 40 Km mark. The wooden armature of a new concrete bridge at the 45 Km mark is already in place;
- c. The section from the 55 Km mark to the 70 Km mark, which includes a crossroads after Gurkovo, is covered with gravel and is in good condition, except at the 60 Km mark, where some of the road was washed away narrowing it to 3 meters. This spot is now repaired;
- d. The section from the 70 Km mark to the 102 Km mark (Nova Zagora) is covered with gravel and is in good condition.
6. East of the First Class Road No 20 is the Yambol-Kotel-Omortag road, which continues to Ruse via Popovo.
- a. The section from Yambol to the point where it crosses the Sliven-Polyanovgrad road is six meters wide, covered with gravel, and in fair condition;
- b. The section from this crossing to Omortag is five meters wide, covered with gravel, and in quite good condition.
- All bridges on the Yambol-Kotel-Omortag road are made of stone, except the one outside Kotel which is made of wood and has a capacity of only 15 tons. Work is being done on the section between Ticha and Omortag. The Omortag-Ruse road is not as good as the Turnovo-Ruse road.
7. The Omortag-Gyulovo-Botevo-General Toshevo-Golyam Manastir-Topolovgrad road is five meters wide, covered with gravel, and in fair condition.
8. The Topolovgrad-Stara Zagora road runs through Kovachovo.
- a. The Topolovgrad-Kovachovo section is four meters wide, covered with gravel, and in fair condition;
- b. The Kovachovo-Stara Zagora section is six meters wide, covered with gravel, and in quite good condition.

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